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All kinds of Photographic  
Work done in latest styles  
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No. 34, Queen's Road Central  
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# The China Mail

ESTABLISHED 1845

No. 17,168.

雙八廿月五年八百九千零英

HONGKONG, TUESDAY, MAY 28, 1918.

午戌大歲年七國民華中

PRICE \$8.00 Per Month.

THORNE'S  
**OLD VAT**  
**NO. 4.**  
**SCOTCH WHISKY.**

SOLE AGENTS:  
**A. S. WATSON & CO., LTD.**  
WINE & SPIRIT MERCHANTS  
HONGKONG.  
TEL. 616.



NOTICE.

AN Y EUROPEAN Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non compliance is a fine not exceeding \$50.

NORTH BRITISH & MERCANTILE INSURANCE CO.  
WHICH ARE VICTIMS THE SHIPS OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,  
Land THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914,  
£23,970,367.  
I—Authorized Capital £2,000,000.  
Subscribed Capital £24,500,000.  
Paid-up Capital £2,437,600.  
II—Fire Funds 3,837,047.  
III—Life & Annuity Funds 17,567,550.  
Banking Fund Account 128,230  
£23,970,367

Revenue Fire Branches... 22,381,456  
Life and Annuity Branches... 2,141,553  
Revenue Marine Department... 337,239  
Other Receipts... 472,946  
£25,339,228

The accumulative funds of the various Branches are separately invested, and by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's business.

SHEWAN, TOMES & CO.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 noon to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 2.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

7.30 a.m. SUNDAY  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 noon to 12.45 p.m. Every 15 minutes.  
1.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS  
Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, 10 Queen's Road Central.

Session and punch ticket available for all cars not already full running as the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Session Ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Compradora order re-presenting Bank Note.

JOHN D. HUMPHREYS & SON,  
General Managers.

TANG-YUK Dentist, successor of  
the late SIRN TING.  
14, D'AUVERgne STREET.  
TERMS VERY MODERATE  
Consultation free.

## BUSINESS NOTICES.

**W. S. BAILEY & CO., LTD.**

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels,  
Steel Building Work of every Description,  
Castings, Forgings, Repairs and Supplies.

**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

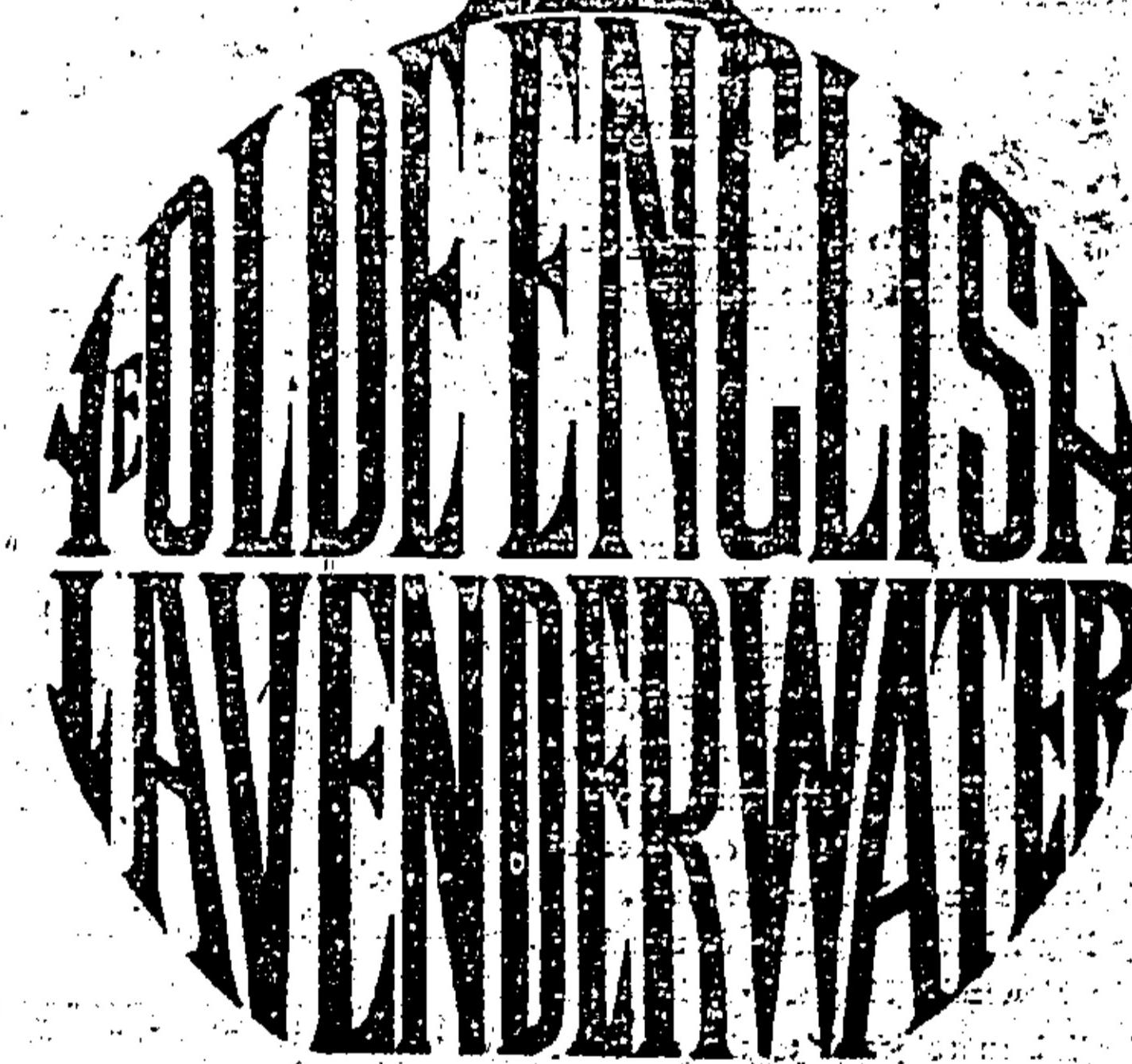
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

Sailings.—To Macao daily at 8 a.m. (Sundays 9 a.m.) and 2 p.m. (Sundays 1 p.m.).

From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's OFFICE, Hotel Mansions, or from Messrs. Thos. Cox & Son, Booking Agents, Hongkong.

THE IDEAL SUMMER PERFUME



FAGRANT AND REFRESHING

**A. S. WATSON & CO., LTD.**  
HONGKONG DISPENSARY  
Telephone 438.

**GREEN ISLAND CEMENT CO., LTD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**

GENERAL MANAGERS

**THE HONGKONG HOTEL  
AND  
GRILL ROOM**

J. H. TAGGART  
MANAGER

**THE PEAK HOTEL.**

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of

Mrs. BLAIR

## BUSINESS NOTICES

**TAIKOO DOCKYARD.**

BUILDERS OF SHIPS & ENGINES  
OF EVERY DESCRIPTION

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONG KONG LTD.

AGENTS:

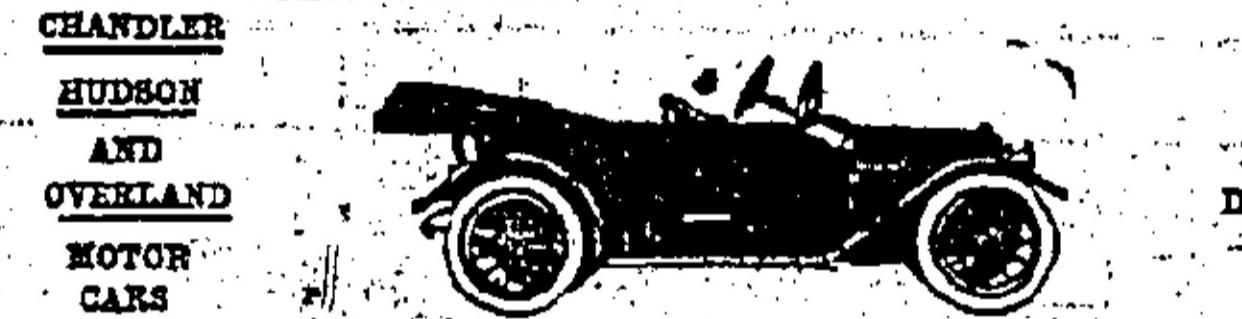
TELEGRAPHIC ADD.—TAIKOO DOCK

BUTTERFLY & SWETT

TELEPAC N° 312

**DRAGON MOTOR CAR CO.**

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482.

COME AND INSPECT

BEST CARS IN THE COLONY FOR HIRE.

**S.S. "GOENTOER"**

FOR

**MOJI AND VANCOUVER.**

THIS large and luxurious Vessel, fitted throughout with electric light and fans, will be despatched from Hongkong to the above Ports on or about the 30th May. Excellent and roomy accommodation is provided for 86 First and 32 Second Class Passengers.

For further particulars please apply to—

**JARDINE, MATHESON & Co., Ltd.**

AGENTS

Tel. 215, sub. ex. 23

**TO THOSE GOING AWAY**

Keep in touch with local happenings

by subscribing to

**"THE OVERLAND CHINA MAIL."**

All the News of Hongkong and the Far East.

ORDER BEFORE YOU LEAVE SO THAT YOU MAY RECEIVE

IT WHILE AWAY

Price 8/- per Month, including Postage

Can be mailed to ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE

## THE WAR.

### TO-DAY'S TELEGRAMS

(Router's Service to the China Mail.)

#### THE WESTERN FRONT.

##### HEAVY SHELLING.

LONDON, May 26.  
Field-Marshal Sir Douglas Haig reports:

The French repulsed a raid northward of Baileul. Shelling was reported on the night of the 25th at Villers-Bretonneux, which was heavily consisting of gas-shells.

The enemy this morning heavily gas-shelled westward of Hinges.

##### AERIAL WARFARE.

BRITISH AVIATORS GIVE ENEMY NO REST.

LONDON, May 26.  
Field-Marshal Sir Douglas Haig, reporting on aviation, says:

Flying was only possible during fine intervals on the 25th.

We dropped over 800 bombs on billets in the neighbourhoods of Armentières and Merville, an ammunition dump at Varsenac and on the Bruges docks.

We brought down nine machines and drove down two out of control. No British plane is missing.

Our night-fliers dropped over six tons of bombs on Prouse, Bapaume and Maricourt. All our machines returned.

##### THE FRENCH FRONT.

##### ENEMY RAIDS REPULSED.

LONDON, May 26.  
A French communiqué states:

There was fairly great reciprocal artillery firing in Hargard Wood, south of the Avre.

An enemy raid, after a lively bombardment of our posts in the Orville-Sorel sector, produced no result.

Enemy attempts in Champagne and the Vesoul also failed.

Our patrols and detachments took prisoners, notably in the region of Arlette.

##### INTENSE BOMBARDMENTS ON WIDE FRONT.

DO NOT NECESSARILY HERALD RESUMPTION OF OFFENSIVE.

LONDON, May 26.  
Beuter's Correspondent at British Headquarters, telegraphing today:

Since last evening the enemy's artillery fire has markedly increased in various places. Villers-Bretonneux, the Scarpe Valley, Audeonvilles, Englebelmer, Mailly, Malte and Martincourt have been bombarded by gas and high explosive shells.

There were also prolonged outbursts of intense gunfire from Festubert to the Yser. During the afternoon the uproar lulled.

There is no reason to assume that the bombardments herald an imminent resumption of the offensive.

No enemy raids were successful in the main purpose of getting prisoners and identifications.

A diary found on a prisoner reveals the loss our airmen are inflicting on the enemy. It mentions, *inter alia*:

"Two non-commissioned officers and 14 soldiers were killed by an English bomb near Leestren." The incessant machine-gunning by our airmen on routes along which the enemy troops and transport have to move has also proved very deadly.

##### THE ITALIAN FRONT.

##### AMERICAN TROOPS TO CO-OPERATE.

New York, May 26.

Newspaper editorials, notably in the New York World and the New York Herald, declare that the British statement regarding Sinn Fein plots amply justifies the action taken. The papers condemn the treacherousness of the Irish-Americans towards the United States inasmuch as Sinn Feiners, any person believing Germany to be the凶狠 (evil) friend, trend to Ireland, except the kind it has shown itself to be of Russia and Germany, should be put in a strict lockup.

1918  
**Indian**  
MOTOR CYCLES  
2½ h.p. and 3½ h.p.  
ALEX. ROSS & CO.  
Machinery Dept.  
Phone 37.

## INTIMATIONS

## INTIMATIONS

HONGKONG CLUB.  
NOTICE.

**A**N EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the LARGE DINING ROOM, on FRIDAY, the 1st May, 1918, at 6.30 P.M.

**B**usiness.—To confirm the Resolution passed on the 18th inst., as posted in the Hall of the Club.

By Order

E. D. VOEUX,  
Secretary.

Hongkong, May 17, 1918.

## INTIMATIONS

G. R.  
NOTICE.

**O**N and after the 1st June, GAP ROCK and WAGLAN will exhibit their Proper Lights, from sunset to sunrise.

**C. W. BECKWITH,**  
Commander R.N.,  
Harbour Master, &c., &c.  
Harbour Department.

Hongkong, May 25, 1918.

480

THE "STAR" FERRY COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

**N**OTICE IS HEREBY GIVEN THAT THE TWENTIETH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs JARDINE, MATTHIESON & CO., LTD., on THURSDAY, the 30th May, 1918, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Account for the Year 1918.

The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from Friday, the 24th May, to Thursday, the 30th May, 1918, INCLUSIVE.

By Order of the Board of Directors.

W. S. BROWN,  
Secretary.

Hongkong, May 18, 1918.

483

## CARVALHO &amp; CO.

**W**E Have This Day appointed Mr. EDWARD JOSEPH NORONHA to be the Manager of our Firm and have authorized him to sign our firm Name, per procuration.

CARVALHO & CO.

Hongkong, May 25, 1918.

484

## DAIRY FARM NEWS.

## JUNKET

A most delicious wholesome Food easily prepared.

We supply Rennet Tablets.

## DEVONSHIRE CREAM.

Can now be had at our Depot.

68

## KING EDWARD HOTEL

## Central Location.

**A**LL ELECTRIC TRAM Pass Entrance, Electric Lites, Fans and Lighting, European Baths and Sanitary Fixtures, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 873  
TELEGRAPHIC ADDRESS  
"VICTORIA." J. WITCHELL,  
Manager.

## VICTORIA CAFE, LTD.

24A Des Voeux Road, Central.

Telephone No. 5867.

We guarantee the quality of our Bread and Cakes.

We use the highest grade of materials in their Manufacture.

394

## REGAL

## RECORDS.

7330	Punjabi March	Band
	(Flash of Steel March)	"
7301	The Whistler and His Dog (Descriptive)	"
	Oh, you Womee (Humorous March)	"
7183	Under the Palms	"
	Blue Eyes	"
7227	Jamie's Patrol	"
	Merry Musicians March	"
7187	Rock of Ages	"
	Nearer my God to Thee	"

THE ANDERSON MUSIC  
CO., LTD.

Tel. 1322

## PATELL &amp; CO.

## ORIENTAL PRODUCE

## EXPORTERS,

## SILK MERCHANTS,

## COMMISSION AGENTS.

Agencies in

NEW YORK.

SAN FRANCISCO, U.S.A.

Branches—

CANTON,

SHANGHAI,

WOKHOMA,

BOMBAY.

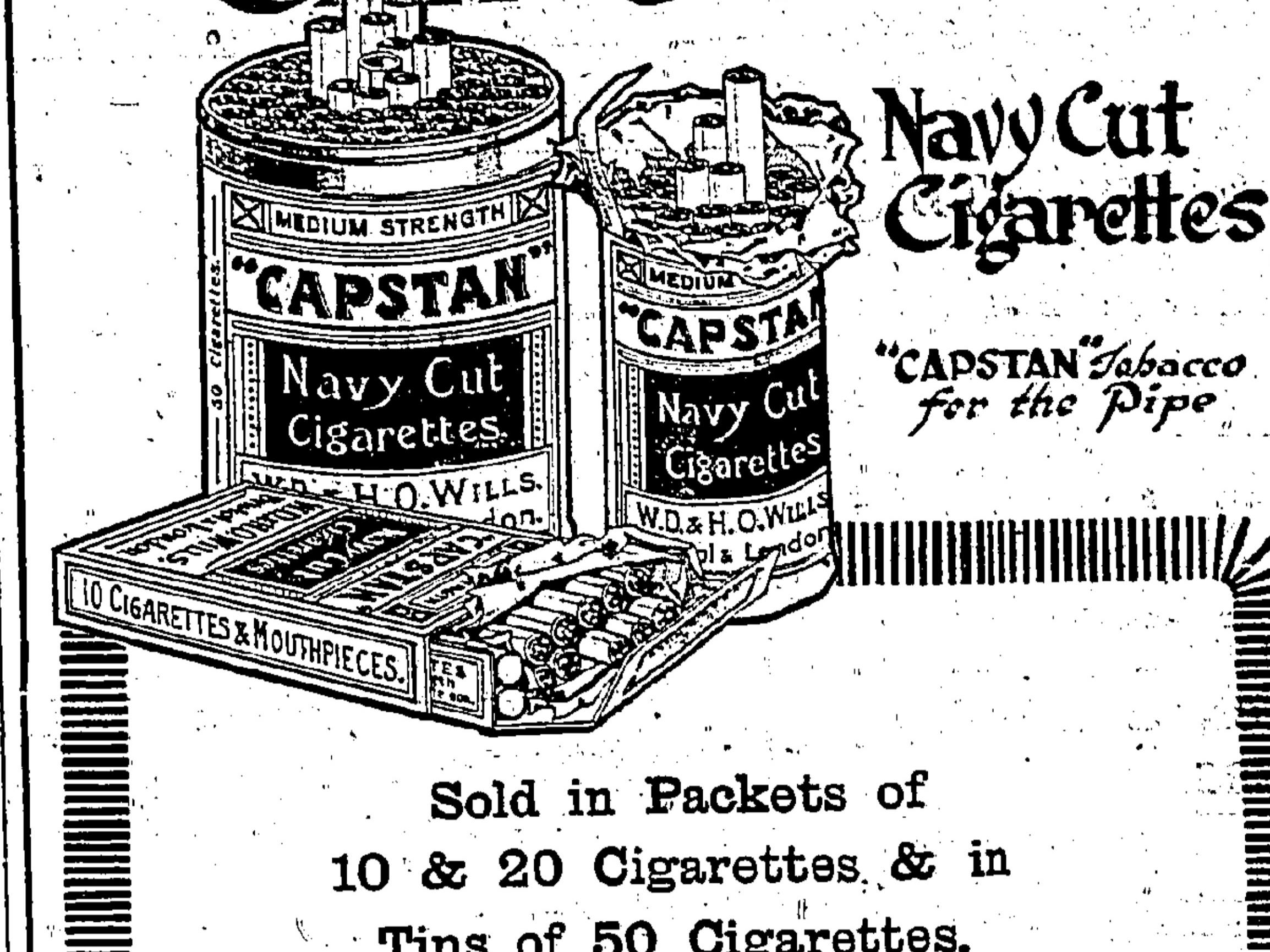
HEAD OFFICE: KING EDWARD

HONGKONG.



SAVARESSES  
SANTAL  
CAPSULES

## "CAPSTAN"

MAGNUMS  
in Airtight Tins of 50.

## OBtainable at All Stores.

## MARINE ENGINEERS.

THE PRESIDENT'S ADDRESS AT  
INSTITUTE MEETING.

Captain Richard H. Green, R.D.C., the newly elected President, in the course of his address to the members of the Institute of Marine Engineers recently, said:—I am very sensible of the great honour you have done me by electing me your President for the current session. I feel it not only for myself, but because I see in it a recognition on your part that London is still considered an engineering port, and, as a member of the old establishment at Blackwall Yard, I am very proud that you should have offered the Thanes engineers so high a compliment. We have become no longer constructors, but reconstructors, and I venture to think that the technical problems which we are facing every day as repairers of ships and their engines and boilers are no slight test of our skill as marine engineers.

The raising of sunken vessels has long been a specialty of Messrs. Fletchers, though we have also had a good deal of experience in the same line. No branch of marine engineering offers more interesting problems and I look back to some of my happiest days spent down the river, working in all seasons of the year.

I need not say that since war broke out some of our staff have gone through some exciting times when engaged on this class of work in the Downs, subjected to aerial attacks from enemy aircraft during the operations.

The size of modern steamers has made the work of repairing quite an important branch of naval architecture, as the collision or grounding of one of these big vessels opens up very extensive structural considerations.

Turning to the engineering side, I think most of your older members will look back without regret to their earlier experiences in repairing engines. The constructors of those days, or their draughtsmen, never seemed to consider the possibility or probability of ever having to repair their handiwork, and all who have groped their way down old-fashioned shaft tunnels, either to survey or draw tail shafts, can appreciate the modesty of the spacious tunnel and after chambers, where it is possible to handle your gear.

AN ENGINEER'S FEAT.—Quite an interesting engineering feat has been the lifting of ship's engines in order to renew or replace the engine seating or tank tops without taking the

engines out of the ship. A number of cases of this kind have been most successfully dealt with, engines from 3,000 i.h.p. to 4,000 i.h.p. having been lifted.

The methods vary somewhat according to size of engine and design of ship, but usually a heavy timber gantry is built over the engine, the weight being taken by lugs fitted each side, and continued through the double bottom on to the dock bottom. The engine is then slung from the lifting screws by means of chain slings. To the heads of the lifting screws which pass through a strong timber beam on the gantry are fitted ratchets on ball bearings, and by these means the whole weight is lifted and lowered, blocks being fitted underneath the engine on the rise and removed on the lowering. This method has proved most successful and avoided the much larger job of lifting the engines out of the ship.

With regard to boilers, repairs are continuous and heavy, and one of the difficulties is as a rule the very limited amount of time at the disposal of the repairer, the work generally having to be carried out while the ship is discharging and loading cargo, and therefore having one or more of her boilers under steam all the time.

The repairing trade in London justifies our claim to be still considered as an important marine engineering port, where the largest and most intricate jobs can be successfully undertaken. I would suggest to this Institution of Marine Engineers that they could materially assist us by taking some sort of interest or even supervision of the engineering apprenticeship now at their trade in the port. It has been a matter of considerable difficulty for us employers in the past to

ensure a proper educational standard for our boys while they are going through the shop.

The Education Authorities have gradually grown aware of the necessities of this class of student, but I have always felt that an institution of this sort might very beneficially interest itself in supervising and examining the rising generation of marine engineers, and I respectfully suggest that your executive take this matter into their serious consideration.

I cannot conclude my address without paying my tribute to the profession of marine engineers who throughout the war have shown such splendid examples of self-sacrifice and devotion to duty. Be they Royal Naval Engineers or members of the Merchant Marine, they have done and all been subjected to the perils of the war at sea, and one and all have without exception splendidly upheld the tradition of the British race of devotion to duty, even to the sacrifice of life.

## MONKEY FROM MAN.

In the course of a lecture on the origin of man, Professor F. Wood Jones, at King's College told his audience that they need not necessarily suppose that the "missing link" was a phase between the anthropoid ape and man.

He would much rather get people to believe in looking at a monkey or anthropoid ape, they were not looking at the immediate ancestor, but at a degenerated failure from their ancient stock.

INTIMATIONS  
G. FALCONER & CO., LTD.

## WATCHMAKERS &amp; JEWELLERS.

## Hotel Mansions.

Agents for ADMIRALTY CHARTS.  
ROSS'S BINOCULARS and TELESCOPES.  
KELVIN'S NAUTICAL INSTRUMENTS.  
BENSON'S ENGLISH WATCHES.  
ENGLISH SILVERWARE, direct from Manufacturers.  
High Class English Jewellery.

A PREVENTIVE OF MALARIA  
MOSCATINE.

The infallible Insect Repeller.

Delicious Perfume. Perfectly Harmless.

PRICE 50 cts., \$1.00, \$2.50 PER BOTTLE.

PREPARED ONLY BY THE  
VICTORIA DISPENSARY.

32, Queen's Road Central.

## KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES.

FOUNDRY AND SMELTING COKE.

FIREBRICK AND FIRECLAY.

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, Conduit Road Central, Hongkong. Telephone No. 439.

Shipyard: Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished ex-plantation.

Hongkong, April 1, 1918.

## PRINTING OF EVERY DESCRIPTION.

executed at the Offices of

## THE "CHINA MAIL" LTD.,

5, Wyndham Street.

COMMERCIAL FORMS ENTERTAINMENT PROGRAMMES

SHIPPING FORMS WINE LISTS

CIRCULARS MENUS

PAMPHLETS INVITATION CARDS

## BOOKBINDING.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A. B. C. Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

JOHN MONKSON & CO., LTD.

JO

TUESDAY, MAY 28, 1918.

# THE CHINA MAIL

Hughes & Hough  
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers  
Share, Coal and General Produce  
Brokers and Commission  
Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.  
Codes used  
Bentley's  
A. B. C. 4th & 5th Editions  
A 1 Telegraphic Code  
Telegraphic Address  
"KINETON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY,  
the 29th May, 1918, at 2.30 p.m.,  
at No. 10, Middle Road, Kowloon.

SUNDAY  
VALUABLE HOUSEHOLD  
FURNITURE,  
&c., &c., &c.  
therein contained.  
Consisting of:-

Teakwood Hallstand, Sideboard,  
Dinner Wagon, Dining Chairs, Dining  
Table, extension three leaves,  
Blackwood Cabinet, Joss Table,  
Folding Tea Table, &c.

Crockery and Glassware including  
Large Dinner and Dessert Service, pine  
and gold leaf, Techne Double  
Singe Bed, Marble-top Washstands  
and Dressing Tables, Teakwood Ward-  
robes, plain and with bevelled mirrors,  
Shanghai Baths, Good Cooking Stove  
and Kitchen Utensils, Ice Chest, &c.,  
&c.

One Singer's Sewing Machine  
"Treadle,"  
Piano (French make) in good condition,  
specially constructed for Hongkong  
All the Electric Fittings.

A number of Plants in Pots.  
On view from Tuesday the 29th inst.  
Catalogues will be issued.

Terms:—Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 26, 1918. 462

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,  
the 30th May, 1918, at 10.30 a.m.,  
at their Sales Rooms No. 8,  
Des Vaux Road, Corner of  
Ice House Street,

SHIP STORES, &c.  
Consisting of:-  
Butter, Rice, Sugar, Coffee, Tea, etc.,  
Tinned Jam, Vegetables, Fish, Soups,  
etc., &c., &c.

A few Dozen Claret and White Wine.  
And  
Five Drums Lager Beer.

Terms:—Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 27, 1918. 463

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,  
the 30th May, 1918, at 12 Noon,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

Fifteen POTS, VERY FINE MAIDEN  
HAIR FERN  
And  
A number of POTS OF TEA ROSES.

Terms:—as usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 27, 1918. 468

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

THURSDAY,  
the 30th May, 1918, at 2.30 p.m.,  
at No. 2, Kimberly Villas,  
Top Floor, Kowloon.

VALUABLE HOUSEHOLD  
FURNITURE,  
therein contained.  
Consisting of:-

Teakwood Sideboard, Table, Chair  
Settee and Card Table (specially made  
and coloured to owner's design), upholstered  
Arm-chairs and Corsets, Teakwood Twin Beds, Dressing Table, Chest  
of Drawers, Crockery and Glassware,  
&c., &c.

Also  
10 CHESTS, BATH, COOKE, &c.,  
And  
BABY'S COT.

(Full Particulars from Catalogue)  
On View from the 26th to 2 pm.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, May 27, 1918. 469

## AUCTIONS.

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### SATURDAY.

the 1st June, 1918, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Ice House Street.

LADIES' DRESS MATERIAL, &c.,

### Comprising:-

Lawn, Holland, White Drill, Figured  
Prints, Alpaca, Table Cloths, Serviettes,  
Towels, Sheets, Counterpanes, White  
and Coloured Blankets, Gent's and  
Lady's Handkerchiefs, Perfume, Soap,  
etc.

Terms:—Cash.

### HUGHES & HOUGH, Auctioneers.

Hongkong, May 27, 1918. 467

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### TUESDAY.

the 11th June, 1918, at 11 a.m., on the  
Premises of the Hongkong & Kowloon  
Wharf & Godown Co., Ltd., West Point.

### 168 Cases RUBBER

more or less damaged.  
Inspecting orders may be obtained  
from the Undersigned.

Terms:—Cash.

### HUGHES & HOUGH, Auctioneers.

Hongkong, May 27, 1918. 468

### FOR SALE.

FOR SALE.

GALESEND, 109 THE PEAK,  
G 6 rooms.

Apply C. H. GALE,  
P. W. D.

Hongkong, Mar. 28, 1918. 277

### FOR SALE.

5325—LADY'S MUFF AND CAPE  
COLLARS of Real Fur Black  
Skin \$55 Photo-applique Ankle Cuff  
\$50—PEARL THREAD NECKLACE  
and \$15 PEARL PIN CRAVAT

Apply from 12 to 7 p.m. Room 86,  
King Edward Hotel. [458]

### TO LET.

FURNISHED FLAT in Queen's  
Gardens, from 1st June.

Apply to

PERCY SMITH, SETH & FLEMING,  
Hongkong, May 18, 1918. 427

### TO LET.

NO. 1 CARNARVON ROAD, KOWLOON,  
well-built Two-Storey European  
House, good Locality.

Apply to—

YU KAM HING,  
c/o MESSRS. JOHNSON, STOCK &  
MASTER,  
Hongkong, April 20, 1918. 388

### TO LET.

NO. 57 THE PEAK, "LUSTLEIGH,"  
HOUSES on Shumnei, Canton.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

### TO LET.

A FLAT in Nathan Road, Kowloon.  
For roomed houses in Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE  
CO., LTD.,  
Alexandra Buildings,  
Hongkong, August 22, 1917.

### BANK

THE BANK OF TAIWAN, LIMITED  
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL  
CHARTER, 1890.

Capital Subscribed ... Yen 50,000,000  
Capital Paid-up ... 20,000,000  
Reserve Fund ... 6,080,000

### HEAD OFFICE:

TAIPEI, FORMOSA.

### BRANCHES:

JAPAN—KOBE, OSAKA, TOKYO AND YOKO-  
HAMA.

FORMOSA—AKO, GIANT, KAGI, KARENKE,  
KELUNG, MAKING, PEKIN, SHEN-

TSU, TAICHE, TAIWAN, TAIWON,

TOKUJU, TAIKANG, FOCHOW,

TAIKANG, KIUKIANG, SHANGHAI,

OTHERS—BATAVIA, BOMBAY, HOKKAIDO,

LONDON, SINGAPORE, SOERABAJA,

SEMARANG AND NEW YORK.

### LONDON, BANKERS.

Capital and Counties Bank, London,  
and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the  
Commercial centres of Huaihua, Man-

churia, Indo-China, India, Philippines

Islands, Java, Australia, America and

elsewhere.

Interest allowed on Current Account,

Fixed Deposits, and Savings Deposits

at rates which will be quoted on

application.

N. YANAGITA  
Manager.

HONGKONG BRANCH.

2, Des Vaux Road, Kowloon.

Hongkong, May 27, 1918. 468

PRICES:—SILVER 100 CENTS

## INTERNATIONAL COTTON CO., AT SHANGHAI.

### SOLD TO THE JAPANESE.

### HIGHER OFFER REFUSED.

The adjourned extraordinary general

meeting of the shareholders of the Inter-

national Cotton Manufacturing Co., Ltd.,

was held on the 21st inst., at the offices

of the Company, when Mr. A. Hide pre-

sided over a large attendance supported

by Messrs. F. Aycock, C. Rayner and

S. A. Levy, directors, Mr. H. P. Wilkin-

son, legal adviser, and Mr. G. Wallen-

ius, secretary.

Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, May 27, 1918. 467

PRICES:—CASH 100 CENTS

## "DEMENTED GERMANY."

BISHOP URGES FORGIVENESS OF  
IGNORANT ENEMY PEOPLE.

"We ought not to forget the virtues of  
Germany," pleaded the Bishop of

Hereford, at St. John's, Westminster.

"The malefactors are in the minority,

and while we denounce the von Bismarcks

we must not forget the Liebknechts."

The Chairman explained that the Board

had written to Messrs. Jardine, Matheson &

Co., intimating the Board's intention

to receive sealed tenders, and they

received the following reply:—

"We have to thank you for your  
letter of the 4th instant. In order to  
avoid any misunderstanding regarding

our offer to purchase the International

Cotton Mill for £1,200,000, we think

it is advisable in view of the decision

reached at the shareholders' meeting

held on the 1st to restore our position."

"Our offer was made in order to give

the shareholders an opportunity if

they desired to sell or turning over

their Company to a British concern, as

we believe that which we offer

is a better figure than that which we



TUESDAY, MAY 28, 1918.

## THE CHINA MAIL.

## TELEGRAMS.

(Continued from Page 1.)

AFFAIRS IN RUSSIA.  
CAUCASIAN FORCES CAPTURE  
SUKHUMKALE.Moscow, May 22.  
The Caucasian Government's forces have recaptured the town of Sukhumkale.SKOROPADSKY'S TROOPS  
DEFEATED.The Bolshevik organ, the *Frada*, states that the peasant insurgents in the Ukraine Government of Chernigov and Poltava have defeated Skoropadsky's Germano-Ukrainian troops. The Ukrainian railwaymen struck in order to assist the peasants, and have been replaced by Germans."INDEPENDENCE" OF LIVONIA  
AND ESTHONIA.GERMANY'S INTIMIDATION TO  
RUSSIA.

AMSTERDAM, May 26.

The *Forwards* says that Herr Kuehlmann has threatened to resign if, despite the Brestlitovsk Treaty, Estonia and Livonia are taken from Russia. Nevertheless, Count Hertling informed the so-called delegates of the two Provinces, whom he received at the German Headquarters on April 21st, that Germany was ready to support their request for a severance from Russia and would benevolently examine the question of a personal union with Prussia.

Germany has now informed the Russian Government of the "independence" of Estonia and Livonia.

## RUSSIAN FLEET IN SEBASTOPOL.

TEN SHIPS ESCAPED BEFORE  
GERMAN OCCUPATION.

AMSTERDAM, May 26.

The *Cologne Gazette* reports that two big Russian battleships and eight destroyers escaped from Sebastopol before the Germans occupied the city. The Germans captured the rest of the Fleet.THE BRESTLITOVSK TREATY.  
COMMISSION TO CLEAR  
OBSCURE POINTS.

LONDON, May 27.

A Russian wireless report, referring to the fact that Germany has agreed to form a Special Commission to clear up obscure points in the Brestlitovsk Peace Treaty, the Foreign Commissary has proposed that precedence be given to the situations in the Caucasus, Crimea, Estonia and Livonia, the demarcation of the frontier the determination of which was interrupted at Pakov—owing to a Russo-German disagreement, and also the misunderstandings regarding the prisoners of war and the fundamental principles respecting inter-economic relations.

RUSSIAN STEAMER SUNK IN  
WHITE SEA.Moscow, May 27.  
A German submarine sank a Russian steamer in the White Sea.DISCONTENT IN BULGARIAN  
ARMY.ILL-FED AND FREQUENT  
DESERTIONS.

ATHENS, May 22.

A Bulgarian deserter states that there are many deaths from starvation in Bulgaria. The Government barbarously represses constant outbreaks. The Bulgarians desire peace.

The Bulgarian forces in Macedonia are so weak that the 1918 Class were sent to the front line before they were properly trained.

The Bulgarian Army is ill-fed. Hence the men seek an opportunity to desert.

EX-DOMAVER EMPRESS OF  
RUSSIA.

## TO GO TO DENMARK.

ZURICH, May 25.

It is reported from Vienna that the Dowager Empress of Russia will shortly travel across Austria to Denmark.

RESTRICTION OF WORLD'S  
RUBBER OUTPUT.

## HOW IT COULD BE EFFECTED.

LONDON, May 27.  
At the annual meeting of the Rubber Growers' Association in London, the Chairman (Sir Edward Rosling) said the Association had made a proposal to the Colonial Office which, if it materialised, would link up all the existing rubber research schemes in the Colonies and Dependencies and enable research to be properly carried out alongside the study of pressing questions, such as disease. It would not be safe to ignore the danger of synthetic rubber although there was no sign that Germany would be able to produce it on a commercial scale after the war. The War Relief Funds for Ceylon and Malaya need increased support. The amount of the restriction of production so far promised was only 30,000 tons, leaving the world's crop in 1918 of 265,000 tons against a consumption of 180,000 tons.

The production could be reduced by concerted action with the aid of the different Governments whereby each estate could be rationed regarding its output on the basis of permitting the survival of all or, failing some such arrangement, it would be done as a result of financial stringency because it was not likely that much credit would be forthcoming in order to produce rubber that could not be shipped. Owing to the very altered conditions of the Companies who agreed on a 20 per cent. restriction they could hardly be expected to continue to support that proposal in view of the seriousness of the position. The Council had asked the Secretary of State for the Colonies to receive a deputation.

## EARLIER TELEGRAMS.

## RIOTS IN RUSSIA.

RE-ESTABLISHMENT OF  
CONSTITUENT ASSEMBLY  
DEMANDED.Moscow, May 26.  
Food riots have occurred in several provincial towns notably at Nizhni Novgorod where 10,000 employees of the Sormovo Works declared a one-day strike in support of their demand for the re-establishment of the Constituent Assembly.GERMANS SHOOT AUSTRO-  
GERMAN PRISONERS-OF-WAR.

The Germans have arrested a number of Austro-German war prisoners who had joined the Bolsheviks. It is reported that 100 of these prisoners have been shot at Poltava.

## OBITUARY.

PRESIDENT OF REICHSTAG  
DEAD.

AMSTERDAM, May 26.

The death is announced of Dr. Kempf, President of the Reichstag.

## THE RUBBER INDUSTRY.

OVER-PRODUCTION AND THE  
REMEDY.

LONDON, May 27.

The *Times* says that despite existing restrictions, the output of plantation rubber in 1918 will be nearly 200,000 tons. Taking American consumption as 50,000 tons and the British and French as 40,000 tons, the approximate surplus at the end of the year will be 80,000 tons. The situation seems to point in the case of Malaya, certainly to a speedy initiation of a system of complete control. The Straits and the Malay States authorities cannot allow the rubber industry to drift into financial chaos and it is the duty of these authorities to move quickly in the direction of formulating an effective system of control over the output of every rubber-growing property. Should they fail to do so, the representatives of the rubber industry in London would be justified in putting the strongest pressure on the Colonial Office in order that the well-nigh intolerable position might be speedily ameliorated.

## RUSSIAN MUSSULMANS ENRAGED.

HARSH TREATMENT BY  
BOLSHEVIKS.

Moscow, May 27.

The All-Russian Mussulman Council has been dissolved. There are growing signs of Mussulman resentment at the treatment by the Bolsheviks.

HOLLAND'S MILITARY EXPENDI-  
TURE.

## EXTRAORDINARY WAR CREDIT.

THE HAGUE, May 25.

The War Minister, in a statement on the proposal to vote an extraordinary war credit, says political and military reasons preclude the recruitment of the troops under arms.

## AMERICAN CABLES.

[NAVY WIRELESS SERVICE TO  
MANILA PAPERS.]

## FIRST AIR MAIL.

WASHINGTON, May 17.

The first mail service airplane arrived from New York in three hours 20 minutes. Within 28 minutes after its arrival Boy Scouts had delivered the 734 parcels it carried, including 10 for the White House.

SUCCESS OF THE CONCRETE  
SHIP.

WASHINGTON, May 10.

The official report on the test of the concrete steamer *Faith* off the Pacific coast in a strong wind and a choppy sea says that she is believed to be equal and perhaps superior to steel ships of the same size. An absence of vibration is noted. Instruments recorded 1,200 pounds stress per square inch upon ships.

## SHIPBUILDING IN AMERICA.

AN AVERAGE OF ONE A DAY.

WASHINGTON, May 19.

The United States Shipping Board stated that 17 wood ships aggregating 60,000 tons have been launched in the past 17 days and more than one ship daily on an average for the past four weeks. Four of total tonnage of 14,500 were launched last Wednesday, which is probably an American record.

## ONE YARD'S RECORD.

A Pacific Port, May 10.

Four big steel ships of a total tonnage of 36,100 were launched to-day in three yards here. One yard launched two freighters of 6,400 tons each; the third vessel was of 11,800 tons and 410 feet long, and the fourth was a 5,500-ton tanker.

## 50 BIG SHIPS IN JUNE.

NEW YORK, May 22.

Bainbridge Colby, United States Shipping Commissioner, says that the United States will complete 50 major-sized ships in June and a larger number in July and August respectively.

Mr. Colby adds: "The submarine is at the point of being mastered. We shall choke the seven seas with American shipping. One Atlantic ocean yard will produce tonnage greater than Great Britain's total output before the war."

## TEN FURNISHED IN A WEEK.

WASHINGTON, May 22.

The United States Shipping Board announces that ten steel ships aggregating 98,850 tons cargo capacity were completed and delivered to the Government during the past week. Fourteen other ships of 43,000 tons were launched. Twenty-two wooden ships have been launched in May.

## BIG GREAT LAKES YARD.

CLEVELAND, May 22.

Charles M. Schwab, Director of Government Shipping, has completed arrangements with shipyard companies on the Great Lakes for building 130 ships at an average cost of \$800,000, the total cost to be

\$100,000,000.

TWO NEGRO SOLDIERS BEAT  
20 HUNS.

WASHINGTON, May 22.

A communiqué from General Pershing describes a gallant fight put up by two American negro soldiers who, although wounded, fought 20 Germans in a hand-to-hand engagement. The negroes used their bayonets as long as the fighting was open, enough and then drew their knives, killing and wounding several of their assailants until aid came from the American lines.

## YOUNGSTERS MUST REGISTER.

WASHINGTON, May 22.

President Wilson has proclaimed June 5 as registration day for all American youths who have reached the age of 21 since last June.

Secretary of War Baker estimates that this measure will add 75,000 troops to America's fighting forces. Further registrations will probably be declared quarterly.

## RUSSIAN MUSSULMANS ENRAGED.

HARSH TREATMENT BY  
BOLSHEVIKS.

Moscow, May 27.

The All-Russian Mussulman Council has been dissolved. There are growing signs of Mussulman resentment at the treatment by the Bolsheviks.

## MILLIONS TO FRANCE.

NEW BRUNSWICK, N.J., May 23.

Mr. Daniels, Secretary of the Navy, speaking at Rutgers College, said:

"Before another summer is over, the United States will have enough ships to carry not only 1 million men but millions of men to France and England to destroy them safely."

There are now 300,000 men in the Navy; there will be 400,000 soon. They are enlisting faster than needed.

WOOD SHIP PROGRAMME ON  
PACIFIC COAST.

SAN FRANCISCO, May 23.

A Shipping Board representative who has just completed a tour of the Pacific Coast said that he would recommend the unlimited continuance of the building of wooden ships on the Pacific Coast because timber and skilled shipbuilders are abundant and the industry is well organized.

He pointed out that one Oregon plant is regularly completing big wooden ships in 45 days for each. He also predicted that the welding process for steel ships would replace the present method of riveting, as welding is two and one-half times faster.

## A giant shipbuilder seven feet tall and weighing 240 pounds in one of the local yards drove 3,620 rivets in a day of nine hours, breaking the previous world record of 4,873 rivets, made in Atlantic City on May 16 by a negro whom Lord Northcliffe paid \$125 as a prize for the national contest.

The new champion, with three helpers, beat the best English record for a day after working only six and one-half hours.

[This record has been beaten recently by a Barrow riveter who drove 3,894 rivets in nine hours.—E.C.M.]

## AMERICAN BUSINESS LETTERS.

TO BREATHE CONFIDENCE IN  
U.S.A.'S WAR POLICIES.

"See that a win-the-war spirit gets into your business letters" is the slogan of a movement launched by the United States Department of Commerce to remind business men that the everyday business letter is a most effective instrument for creating confidence in the Government's war policies and for inspiring others with the determination to see the war through at any cost.

The idea was first brought forward in connection with American business letters to foreign countries, says Secretary Redfield. "The volume of our foreign business mail is very large. It reaches firms in all but the enemy countries. For the most part it is read by those who are for us. But you may be sure that it reaches many who doubt our success and many who are at heart against us. I am sure that every foreign business man who opens an American letter is quick to detect even the slightest indication of the writer's feelings by the conduct of the war and its outcome."

"It is of the utmost importance therefore that the American business letters breathe confidence in every line. If the manufacturer or exporter feels that he has a just grievance against his foreign competitor he should not let his anger get the better of him. Every manufacturer ought to be fearless in expressing his sentiments even though he may be writing to a concern whose sympathies he may suspect are not wholly with us. Don't give a foreign concern the idea that you are apologizing for your Government's restrictions or that you are chafing under them."

Another step announced was the consolidation of 37 ticker offices in Chicago, thus saving \$200,000 in yearly rental.

## RAILWAY HEADS QUOTED.

WASHINGTON, May 19.

United States Director of Railroads McAdoo has decided to relieve all railroad presidents from active duty. He will fill their places with federal directors directly responsible to the Government. Some of these may be former presidents. Mr. McAdoo previously had ousted the president of a Virginia railroad for disobeying the Railroad Administration's orders.

Another step announced was the consolidation of 37 ticker offices in Chicago, thus saving \$200,000 in yearly rental.

PHILIPPINE NATIONAL GUARD  
FOR EUROPE?

SAN FRANCISCO, May 23.

Disputes from Washington declare that the War Department has decided that it is practical to send some of the Philippine National Guard to France.

Officers of the Philippine Division in the national capital are reported as urging Secretary of War Baker to send the whole division of 25,000 overseas.

## EXPLORING BY AEROPLANE.

POSSIBILITY OF FLIGHT OVER THE  
HIMALAYA.

Was it possible to fly over the Himalaya, asked Dr. A. M. Kellas in a lecture before the Royal Geographical Society recently.

The only point which need be considered was the height at which an airmen could rise. If the peak above him were exceeded, one asked if an airmen would fly 1,000 feet above the mountains to lessen the danger due to the winds that often sweep across the ridges; it might be said that an airmen could cross the range at 25,000 feet.

Mr. H. G. Hawker, the British airmen had reached an altitude of 24,000 feet, and Dr. Kellam suggested that the main range of the mountains could be crossed between the Great Himalaya and the Ladakh range at 15,000 to 17,000 feet.

The serial explorer of mountain ranges might find it necessary to descend suddenly, and methods of landing and starting would have to be worked out. Landing on snow on many mountains would in places be easy, but to rise again would be another matter. On many mountains of the Himalaya range fields of snow were met with, in positions which were almost inaccessible, and an airmen once landed might find himself marooned.

## NEW CONCRETE BOAT.

CHEAP AND SWIFTLY BUILT BY  
WOMEN.

## BRITISH WORKMEN.

Then in the trans-ports I saw an ad-

vertisement of Sparkling Port Wine and in a shop in Benten-dori a product labelled Amorous Bath Soap...

The above is from the Yokohama correspondent of the *Japan Chronicle* and the *Shanghai Gazette* and some other signs that have been reported from Japan or seen in Shanghai. "Fresh Ox Milk extorted from a pure cow by a veterinarian" is often quoted, but "Your skin or mine eat and made up to order" as displayed by a tailor in Tokyo. A Shanghai tailor has "Coats, and smoking overcoats" while the "House furnishing and making" shop is an improvement on the "Cupid's Headquarters" of a United States furniture installation house. Speaking of Cupids, a Japanese shop is decorating its Shanghai windows with "Cupid" and above them the legend "Venus' Sons Fifty Each."



TUESDAY, MAY 26, 1918.

## THE CHINA MAIL.

## SHIPPING

**P. & O. S. N. CO.**  
ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
**MARSEILLES AND LONDON,**  
TAKING PASSENGERS AND CARGO TO  
**STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.**

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due Marseilles 1917	Due London 1917

When Passengers change Steamers at COLOMBO  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.  
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO  
**SHANGHAI, MOJI, KOBE AND YOKOHAMA.**

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

**INTERMEDIATE STEAMERS** (Non-Transhipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
**MARSEILLES AND LONDON,**  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO  
AND PORT SAID,  
CARRYING IN AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

Steamers.	Leave Hongkong about	Leave S'pore about	Due at Marseilles if calling about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments except 1 of which they have received documents of advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailings etc., apply to:

P. L. KNIGHT,  
Acting Superintendent.

**CHINA MAIL S.S.CO., LTD.**  
FREIGHT AND PASSENGERS.  
**S. S. CHINA**  
WILL SAIL FROM HONGKONG FOR  
**SAN FRANCISCO**  
VIA SHANGHAI, JAPAN PORTS & HONOLULU.  
JUNE 21st and AUGUST 31st, 1918.  
AN UNSURPASSED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.  
O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE;

PROPOSED SAILING.

From Hongkong: Connecting with From October

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to  
**THE BANK LINE, LIMITED**,  
MANAGING AGENTS.

"ELLERMAN" LINE.  
(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE  
REQUESTED TO APPROACH THE UNDERSIGNED.

Statement proceed via Suez Canal or Cape of Good Hope at Owners option  
Subject to change without notice.

THE BANK LINE LTD.

10, Queen's Road, Central, Hongkong.

MR. LLOYD GEORGE.

[BY COLONEL BUCHAN.]

The following extract is from the last published volume of Nelson's History of the War, by Colonel John Buchan—  
This is not the place to attempt an estimate of Mr. Lloyd George's singular career with no parallel in British history. His great merit as a popular leader was his complete comprehensibility. No atmosphere of mystery surrounded his character or his talents. The qualities and the defects of both were evident to all, and the plain man found in them something which he could himself apprehend—positive merits, weaknesses—so that he could give or withhold his confidence as it were dealing with a familiar friend. This power of producing a sense of intimacy among millions who have never seen his face or heard his voice is the greatest of assets for a democratic statesman. Mr. Lloyd George had it not only for Britain but for all the world.

It is simplicity itself, but it is the simplicity of genius. Save in a few rare utterances of Cromwell, you will search the history of British oratory in vain for a parallel.

And because it was poetry its appeal was world-wide, for true poetry knows no frontiers of race or tongue.

IN AN ELECTRIC CURRENT.

He was a living figure everywhere—as well known in France as M. Briand, as much a popular character in America as Mr. Roosevelt or Mr. Wilson. A reputation such as Mr. Balfour's or even Mr. Asquith's was a local thing which grew dim beyond the seas; but Mr. Lloyd George's was like an electric current whose strength was scarcely lessened by transmission over great distances. When he spoke he was understood by the whole round earth. His speeches made exactly the appeal which he intended, whether heard in London or read in Paris and Petrograd. He spoke a universal tongue and his supreme strength lay in this universality, in his abounding share of a common humanity. It is a rare and happy gift, and while it has been possessed by certain artists and thinkers, it has been the endowment of but few statesmen. Apart from his special genius, his most notable qualities were courage and energy. He had the stoutest heart in a crisis, and was exhilarated rather than depressed by misfortunes. Nor was it merely passive courage—the power of enduring bravely. He went out to meet the enemy, and his whole career was a continuous offensive. His strength was that he was desperately in earnest. The Allied cause now made the same emotional appeal to him that the hardships and sufferings of the poor had made in earlier days. He was not only energetic himself, but an inspirer of energy in others. Like a gadfly he stung all his environment to life. He was inordinately quick at grasping the essentials of a problem, and with him the deed did not wait long on the thought. It remained to be seen whether this instinct for action was combined with an equal sagacity in counsel and prudence in judgment, for it is a rule of mortality that the considering brain and the active will are not commonly found together in the same being. It was not enough that such a man should choose able colleagues; for his temperamental dominance was so strong that the subtlest and shrewdest of advisers would be apt to be dragged along at his impetuous chariot wheels.

AN ORATOR.

He was above all things the inspirer and comforter of the nation through the medium of the spoken word. As an orator he was in a unique position. There have been greater speakers—men who had at their disposal a more complete armoury of all the weapons of rhetoric and debate—but there have been few indeed who have had his noble and poignant simplicity. He had not the golden eloquence of Lord Rosebery, rich in historical allusion and imagery; or Mr. Balfour's architectural power, which made each part of the argument fall into its place with mathematical precision; or the austere elevation, like that of the English Bible, which is found in the best speeches of Abraham Lincoln. His oratory was altogether less accomplished, the product of a native talent rather than of a laborious apprenticeship. At its worst it was merely noisy, the robustness hammer-and-tongue business of the hustings. In its average quality it was homely, vigorous, hard-hitting, and always effective, giving the ordinary man something he could readily understand, and providing the cleverer listener with opportunities which the ordinary man desired to give. But at its best it became true poetry, a rare and exquisite music which lingered on the air like an old song, and transformed the dusty arena of politics as a rich sunset transforms the dim landscape. Such passages were usually

illustrations drawn from some episode of the natural world or some recollection of boyhood. They were never recondite; but their use was so apt, their presentation so beautiful, that they came to the mind of his hearers with the shock of a revelation.

Take such a passage as this from his speech at Carnarvon on 3rd February:—  
"It was spoken among the Welsh hills at the close of a bitter winter."

"There are rare epochs in the history of the world when in a few, rousing years the character, the destiny of the whole race is determined for unknown ages." This is one. The winter wheat is being sown. It is better, is la mejor, it is more bountiful in its harvest when it is sown in the soft springtime. There are many storms to pass through, there are many frosts to endure, before the land brings forth its green promise. But let us not be weary in well-doing, for in due season we shall reap if we faint not."

It is simplicity itself, and the safety and comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance of passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ltd.

SHIPPING

**PACIFIC MAIL S.S. CO.**

**U. S. Mail Line.**

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA,"

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

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WEDNESDAY, June 19th, 1918.

WEDNESDAY, July 17th, 1918.

WEDNESDAY, Aug. 14th, 1918.

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TELEPHONE 141.

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PAID UP CAPITAL ..... \$15,000,000

RESERVE FUND ..... Sterling \$15,000,000  
Silver ..... 19,600,000

RESERVE LIABILITY OF PROPRIETORS ..... \$15,000,000

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Hongkong, Sept. 23, 1917.

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may transfer at their option balances of

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FIXED DEPOSIT, at 4 PER CENT.

per annum.

For the Hongkong and Shanghai

Banking Corporation.

N. Y. STAFF, Chief Manager.

Hongkong, May 14, 1918.

HEAD OFFICE, LONDON.

PAID UP CAPITAL ..... \$1,000,000

RESERVE FUND ..... 22,000,000

## HONG-KONG DEFENCE CORPS.

## NOTICE.

A lecture will be given by 2nd Lieut. Piero-Grove to officers, N.C.O.s, and men of the Corps at Headquarters on Friday, this instant, at 8 p.m. Subject, Experience on Service. Uniform need not be worn.

Orders for Artillery Company by Capt. J. H. W. Armstrong, V.D.

Night and Left Companies.—Duty at Belcher's Battery, as per roster and instructions posted in the Company's Office at Headquarters.

Orders for Engineer Company by Captain W. Russell.

24th to 25th May, 1918.—  
E. L. MANNING NIGHTS.

Parades as per rosters posted at Headquarters.

Engines Drivers at 6.30 p.m.

Electricians at 8.45 p.m.

Officers next for duty.

Belchers, 2nd Lieut. Marley.

Lyonians, 2nd Lieut. Templeton.

Stonecutters, Lieut. Stevenson.

INSTRUCTION FOR N.C.O.S. AND MEN OF THE INFANTRY BATTALION ATTACHED FOR DUTY.

Class 1 at Belchers at 8.30 p.m. on Mondays and Thursdays for all who have not passed the "Proficient" rate (1/4).

Class 2 at Belchers at 8.30 p.m. on Tuesdays and Fridays for all N.C.O.s, and men of higher ratings, under Staff Sergeants, Oxendine and Parsons, R.E., and Sergeant Day, H.K.D.C.

Class 3 at Lyonians at 6.30 p.m. on Tuesdays and Fridays, under Staff Sergeants, Barlow and White, R.E., and Sergeant Williams, H.K.D.C.

The office at Wellington Barracks having been vacated, all communications for O.C. Engineer Company should be addressed to Engineer Company Office, H.K.D.C. Headquarters.

Public telephone No. 2491 and Government telephone.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.  
A "C" Company.

Wednesday, 29th May.—  
5.30 p.m.—N.C.O.s of Nos. 1, 3 and 4 Platoons (as detailed by Platoon Commanders) at Headquarters.

T.E.T.

MACHINE-GUN COMPANY.

Wednesday, 29th May.—  
5.10 a.m.—Drill at Headquarters, Nos. 4 and 5 Gun crews.

Thursday, 30th May.—  
6.10 p.m.—Drill at Headquarters. The following men only need attend:

Pics. Field, Irvine, Labrum, A. C. D., Logan, McKittrick and Stapleton.

Sunday, 6th June.—  
Inter-gun competition for Gascoigne Shield. Time and place will be notified later.

NOTIFIED SECTION.

Thursday, 30th May.—  
5.30 p.m.—At Jockey Club Stables.

Dress, drill order without rifles.

SIGNALLING SECTION.

Friday, 31st May.—  
5.30 p.m.—Parade at Headquarters.

Dress, clean fatigue.

Note.—Rifles (with bores free from oil) and sidearms are to be brought to the parade on 28th May.

EXCURSIONS.

Friday, May 31st.—  
5.30 p.m.—All units except "D" Company on Murray Parade Ground, under Sergeants, Oberly, Edmonds (Monday) and Meado (Friday). Dress, drill order.

Orders for Cadet Company by 2nd Lieutenant J. E. W. Beard.

PARADES.

Wednesday, 29th May.—  
Swimming. Fall in at Blake Pier at 5 p.m.

OPENING OF SAI-WAN GOLF.

Saturday, 1st June.—  
Fall in at Headquarters at 1.30 p.m. The Company will then proceed to Sai-Wan by car. No. 1 Section to stay the weekend.

## Temperature.

Hongkong, May 28th, 1918.

Barometer—9.4 m. .... 29.66  
Do. 4.4 m. .... 29.64  
Do. 4.4 m. .... 29.60

Thermometer 5.4 m. .... 84  
Do. 4.4 m. .... 84  
Do. (Wet bulb) 5.4 m. .... 79  
Do. (Wet bulb) 4.4 m. .... 80  
Do. Maximum ..... 84  
Do. Minimum (over night) 79

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20 cents each.  
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Address: 12, Wellington Street, first floor.

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## ROYAL OBSERVATORY

## HONGKONG, DAILY WEATHER REPORT.

MAY 28, 1918.—a.m.

Wind.

Station: Height Pressure Sea Level Wind

Wind Speed Direction Force Weather

Wildstock 5.29.70 49 — — — 0 0

Menrro 5.29.81 50 — — — 0 0

Hakodate 5.29.79 50 — — — 0 0

Tokio 5.29.87 50 — — — 0 0

Kochi 5.29.76 50 — — — 0 0

Ishigaki 5.29.76 50 — — — 0 0

Kagoshima 5.29.63 52 — — — 0 0

Osaka 5.29.63 52 — — — 0 0

Naha 5.29.79 52 — — — 0 0

Ishijima 5.29.79 52 — — — 0 0

Weihaiwei 5.29.63 60 82 — — — 0 0

Hankow 5.29.63 60 82 — — — 0 0

Ichang 5.29.63 60 82 — — — 0 0

Kiukiang 5.29.63 60 82 — — — 0 0

Changsha 5.29.63 60 82 — — — 0 0

Shanghai 5.29.63 60 82 — — — 0 0

Gutzlaff 5.29.63 60 82 — — — 0 0

Sharp Pk. 5.29.67 73 83 52 2 0

Amoy 5.29.63 73 83 52 2 0

Satow 5.29.61 73 96 — — — 0 0

Taichu 5.29.61 73 96 — — — 0 0

Taiwan 5.29.61 73 96 — — — 0 0

Macau 5.29.61 73 96 — — — 0 0

Wuchow 5.29.61 73 96 — — — 0 0

Hochow 5.29.61 73 96 — — — 0 0

Phuien 5.29.61 73 96 — — — 0 0

Tourane 5.29.61 73 96 — — — 0 0

C. St. James 5.29.73 73 96 — — — 0 0

Aparsi 5.29.73 73 96 — — — 0 0

Dagupan 5.29.73 73 96 — — — 0 0

Manila 5.30.80 77 96 52 2 0

Legaspi 5.29.83 77 96 52 2 0

Tacloban 5.29.83 77 96 52 2 0

Hoian 5.29.83 77 96 52 2 0

Quemoy 5.29.83 77 96 52 2 0

Amoy 5.29.83 77 96 52 2 0

Chiayi 5.29.83 77 96 52 2 0